

Avis d'émission d'une Directive de Navigabilité (AD)* par

☒ **l'EASA, European Aviation Safety Agency**

☐ **l'autorité primaire d'un matériel étranger**

Les examens ou modifications décrits ou rappelés ci-dessous sont impératifs. La non application des exigences contenues dans la Directive de Navigabilité citée ci-dessous entraîne l'inaptitude au vol de l'aéronef concerné.

(Envoi 02/2016 du 20 janvier 2016)

Directive de Navigabilité de la FAA de référence 2015-24-05

PIPER AIRCRAFT, Inc.

Avions PA-23, PA-24, PA-30, PA-31 et PA-39

Plaquettes et Inscriptions – Plaquette gestion circuit carburant - Inspection

Nota pour les exploitants et organismes d'entretien d'aéronefs inscrits au registre français :

Si l'AD jointe invite à un contact vers l'autorité primaire de l'AD, contacter le bureau concerné du département certification-produits de l'EASA.

Si pour l'exécution d'une tâche donnée, l'AD jointe se réfère à une qualification de personnel répondant à une réglementation nationale, il est possible de faire intervenir, pour cette tâche, du personnel de qualification équivalente acceptée dans l'Union Européenne.

Si l'AD jointe se réfère à une donnée de navigabilité ou une instruction pour le maintien de la navigabilité (Manuel de Vol, Manuel de Maintenance, ...) qui n'est pas celle approuvée ou pas celle en vigueur en France ou si l'AD jointe présente une difficulté d'application liée à sa spécificité nationale, exposer le problème auprès de la direction des méthodes d'OSAC (par courriel à "contact@osac.aero" ou par fax au 01 46 42 65 39) ou auprès du bureau concerné du département certification-produits de l'EASA.

* Cette AD est exigible au titre du règlement Européen 748/2012.



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2015-24-05 Piper Aircraft, Inc. Airplanes: Amendment 39-18337; Docket No. FAA-2015-0627; Directorate Identifier 2015-CE-002-AD.

(a) Effective Date

This AD is effective January 12, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Piper Aircraft, Inc. airplanes, certificated in any category:

Model	Serial No.
PA-23-250 (Six Place) Aztec "B"	27-2322 through 27-2504, FUEL INJECTED ONLY
PA-23-250 (Six Place) and PA-E23-250 (Six Place) Aztec "C," "D" and "E"	27-2505 through 27-4866, 27-7304917 through 27-7405476
PA-24-250 Comanche	24-2563, 24-2844 through 24-3641, 24-3643 through 24-3687, FUEL INJECTED ONLY
PA-24-260 Comanche	24-3642, 24-4000 through 24-4299, 24-4300 through 24-4782, 24-4784 through 24-4803, FUEL INJECTED ONLY
PA-24-260 Comanche "C"	24-4783, 24-4804 through 24-5047
PA-24-400 Comanche	26-1 through 26-148
PA-30 Twin Comanche	30-1 through 30-2000
PA-31 and PA-31-300 Navajo	31-2 to 31-861, 31-7300901 through 31-7300923, 31-7300925, 31-7300927, 31-7300929, 31-7300931
PA-31P Navajo	31P-1 through 31P-80, 31P-7300110 through 31P-7300115
PA-39 Twin Comanche C/R	39-1 through 39-155

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 1130, PLACARDS AND MARKINGS; Interior Placards.

(e) Unsafe Condition

This AD was prompted by an accident caused by fuel starvation where the shape of the wing fuel tanks and fuel below a certain level in that tank may have allowed the fuel to move away from the tank outlet during certain maneuvers. We are issuing this AD to prevent loss of engine power due to fuel starvation. This condition, if not corrected, could lead to loss of engine power or engine shutdown, which may result in loss of control.

(f) Compliance

Unless already done, within the next 50 hours time-in-service (TIS) after January 12, 2016 (the effective date of this AD), do the actions in paragraphs (g) and (h) of this AD, as applicable, including all subparagraphs.

(g) Fuel Warning Placard Inspection

(1) Inspect the fuel warning placard, if existing, following the Instructions section, of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014. If the placard is present and compliant with the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014, then no further action regarding the placard is required.

(2) If the fuel warning placard is not present or not compliant with the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014, then order the applicable placard from Piper Aircraft, Inc. at the address identified in paragraph (l)(3) of this AD. Alternatively, you may fabricate the applicable fuel warning placard following the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014. Install the fabricated fuel warning placard or the fuel warning placard obtained from Piper Aircraft, Inc. following the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014.

(h) Pilot's Operating Handbook (POH)/Airplane Flight Manual (AFM) Inspection

(1) Inspect the Limitations Section of the applicable POH/AFM following the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014.

(2) If the Limitations Section of the applicable POH/AFM contains the exact text found in table 2 of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014, there is no need for a POH/AFM revision.

(3) If the Limitations Section of the applicable POH/AFM does not contain the exact text found in Table 2 of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014, then revise the POH/AFM by inserting into the Limitations Section of the POH/AFM a fabricated supplemental page containing the applicable placard text from the Appendix to this AD or a supplemental page obtained from Piper Aircraft, Inc. at the address identified in paragraph (l)(3) of this AD.

(i) Pilot Authorization

In addition to the provisions of 14 CFR 43.3 and 43.7, the actions required by paragraphs (g) and (h) of this AD, to include all subparagraphs, may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417. This authority is not applicable to airplanes being operated under 14 CFR part 119.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (j)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Related Information

For more information about this AD, contact Ansel James, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5576; fax: (404) 474-5606; email: ansel.james@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Piper Aircraft, Inc. Service Bulletin No. 1266, dated December 16, 2014. (ii) Reserved.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., Customer Service, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (877) 879-0275; fax: none; email: customer.service@piper.com; Internet: www.piper.com.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Appendix to AD 2015-24-05—Models Affected/Model Serial Numbers/ Applicable Text for Supplemental Page to Pilot's Operating Handbook (POH)/Airplane Flight Manual (AFM)

Models affected	Model serial No.	Placard text for limitations section of the POH/AFM
PA-24-250 Comanche with fuel injection	24-2563, 24-2844 through 24-3641, 24- 3643 through 24- 3687	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.
PA-24-260 Comanche with fuel injection	24-3642, 24-4000 through 24-4299, 24- 4300 through 24- 4782, 24-4784 through 24-4803	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.

PA-24-260 "C" Comanche	24-4783, 24-4804 through 24-5047	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.
PA-24-400 Comanche	26-1 through 26-148	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS NOT FULL.
PA-31 & PA-31- 300 Navajo	31-2 to 31-861, 31- 7300901 through 31- 7300923, 31- 7300925, 31- 7300927, 31- 7300929, 31- 7300931	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¾ FULL.
PA-31P Navajo	31P-1 through 31P- 80, 31P-7300110 through 31P- 7300115	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¾ FULL.
PA-23-250 (six place) Aztec B with fuel injection	27-2322 through 27- 2504	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-23-250 (six place) Aztec "C" PA-E23-250 (six place) Aztec "C"	27-2505 through 27- 3836, 27-3838 through 27-3943	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-23-250 (six place) Aztec "D" PA-E23-250 (six place) Aztec "D"	27-3837, 27-3944 through 27-4425, 27- 4427 through 27- 4573	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.

PA-23-250 (six place) Aztec "E" PA-E23-250 (six place) Aztec "E"	27-4426, 27-4574 through 27-7405476	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-30 Twin Comanche	30-1 through 30-2000	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¼ FULL.
PA-39 Twin Comanche	39-1 through 39-155	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¼ FULL.

Issued in Kansas City, Missouri, on November 24, 2015. Pat Mullen,
Acting Manager, Small Airplane Directorate, Aircraft
Certification Service.

TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2015-24-05

PIPER AIRCRAFT, Inc.

Avions PA-23, PA-24, PA-30, PA-31 et PA-39

(a) Date d'entrée en vigueur

12 janvier 2016.

(b) ADs affectées

Néant.

(c) Applicabilité

La présente Directive de Navigabilité (AD) s'applique aux avions Piper Aircraft, Inc. suivant, certifiés toutes catégories :

Modèle	Numéro de série
PA-23-250 (Six Place) Aztec "B"	De 27-2322 à 27-2504, FUEL INJECTED ONLY
PA-23-250 (Six Place) and PA-E23-250 (Six Place) Aztec "C," "D" and "E"	De 27-2505 à 27-4866, de 27-7304917 à 27-7405476
PA-24-250 Comanche	24-2563, de 24-2844 à 24-3641, de 24-3643 à 24-3687, FUEL INJECTED ONLY
PA-24-260 Comanche	24-3642, de 24-4000 à 24-4299, de 24-4300 à 24-4782, de 24-4784 à 24-4803, FUEL INJECTED ONLY
PA-24-260 Comanche "C"	24-4783, de 24-4804 à 24-5047
PA-24-400 Comanche	De 26-1 à 26-148
PA-30 Twin Comanche	De 30-1 à 30-2000
PA-31 and PA-31-300 Navajo	De 31-2 à 31-861, de 31-7300901 à 31-7300923, 31-7300925, 31-7300927, 31-7300929, 31-7300931
PA-31P Navajo	De 31P-1 à 31P-80, de 31P-7300110 à 31P-7300115
PA-39 Twin Comanche C/R	De 39-1 à 39-155

(d) Sujet

ATA 11 Plaquettes et Inscriptions.

(e) Raison

Cette AD a été émise à la suite du rapport d'un accident causé par une coupure d'alimentation carburant où la forme des réservoirs carburant d'aile et la quantité de carburant en-deçà d'un certain niveau dans ce réservoir ne permettait plus d'alimenter le moteur durant certaines manœuvres. Cette AD est émise pour prévenir la perte de puissance du moteur due à une panne carburant. Cette condition, si non corrigée, pourrait conduire à la perte de puissance du moteur ou à une extinction moteur provoquant la perte de contrôle de l'aéronef.

(f) Actions et délais d'application

Sauf si déjà effectuées, dans les prochaines 50 heures de vol (TIS) après le 12 janvier 2016 (date d'entrée en vigueur de cette AD), accomplir les actions rendues impératives des paragraphes (g) et (h) de cette AD, selon applicabilité, incluant tous les sous-paragraphes.

(g) Inspection plaquette Fuel Warning

(1) Inspecter la plaquette FUEL WARNING, si existante, conformément à la section INSTRUCTIONS du Bulletin de Service obligatoire n° 1266 de Piper Aircraft, Inc. du 16 décembre 2014. Si la plaquette est présente et conforme aux instructions du Bulletin de Service Obligatoire n° 1266 de Piper Aircraft, Inc. du 16 décembre 2014, alors aucune autre action concernant la plaquette n'est exigée.

(2) Si la plaquette FUEL WARNING n'est pas présente ou non conforme aux instructions du Bulletin de Service obligatoire n° 1266 de Piper Aircraft, Inc. du 16 décembre 2014, alors commander une plaquette selon applicabilité à Piper Aircraft, Inc. à l'adresse indiquée au paragraphe (l)(3) de cette AD. Vous pouvez, comme moyen alternatif, fabriquer la plaquette applicable conformément à la section instructions du Bulletin de Service Obligatoire n° 1266 de Piper Aircraft, Inc. du 16 décembre 2014. Installer la plaquette FUEL WARNING fabriquée ou la plaquette FUEL WARNING obtenue de Piper Aircraft, Inc. conformément à la section instructions du Bulletin de Service Obligatoire n° 1266 de Piper Aircraft, Inc. du 16 décembre 2014.

(h) Inspection Manuel d'Utilisation Pilote (POH)/Manuel de Vol Avion (AFM)

(1) Inspecter la section Limitations du POH/AFM applicable conformément aux instructions du Bulletin de Service Obligatoire n° 1266 de Piper Aircraft, Inc. du 16 décembre 2014.

(2) Si la section Limitations du POH/AFM applicable contient le texte exact du tableau 2 du Bulletin de Service Obligatoire n° 1266 de Piper Aircraft, Inc. du 16 décembre 2014, la révision du POH/AFM n'est pas nécessaire.

(3) Si la section Limitations du POH/AFM applicable ne contient pas le texte exact du tableau 2 du Bulletin de Service Obligatoire n° 1266 de Piper Aircraft, Inc. du 16 décembre 2014, alors réviser le POH/AFM en insérant dans la section Limitations du POH/AFM une page supplémentaire contenant le texte de la plaquette applicable tirée de l'annexe de cette AD ou la page supplémentaire obtenue de Piper Aircraft, Inc. à l'adresse indiquée au paragraphe (l)(3) de cette AD.

(i) Autorisation du pilote

[...]

Les actions exigées aux paragraphes (g) et (h) de cette AD, incluant tous les sous-paragraphes, peuvent être effectuées par le propriétaire/pilote détenant au moins une licence de pilote privé et doivent être enregistrées dans les enregistrements d'aéronefs pour démontrer la conformité à cette AD.

[...]

(j) Méthodes alternatives de conformité (AMOCs)

[...]

(k) Information

[...]

(l) Document de référence

[...]

Bulletin de Service Piper Aircraft, Inc. n° 1266 du 16 décembre 2014.
ou toute version ultérieure approuvée.

[...]

Annexe à l'AD 2015-24-05 – Modèles Affectés / Numéros de série Modèle / Texte applicable pour la page supplémentaire du Manuel d'Utilisation Pilote (POH)/Manuel de Vol Avion (AFM)

Modèles affectés	Numéros de série modèle	Texte plaquette pour la section limitations du POH/AFM
PA-24-250 Comanche à injection carburant	24-2563, de 24-2844 à 24-3641, de 24-3643 à 24-3687	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.
PA-24-260 Comanche à injection carburant	24-3642, de 24-4000 à 24-4299, de 24-4300 à 24-4782, de 24-4784 à 24-4803	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.
PA-24-260 "C" Comanche	24-4783, 24-4804 à 24-5047	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.
PA-24-400 Comanche	26-1 à 26-148	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS NOT FULL.
PA-31 & PA-31-300 Navajo	De 31-2 à 31-861, de 31-7300901 à 31-7300923, 31-7300925, 31-7300927, 31-7300929, 31-7300931	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¾ FULL.
PA-31P Navajo	De 31P-1 à 31P-80, de 31P-7300110 à 31P-7300115	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¾ FULL.
PA-23-250 (six places) Aztec B à injection carburant	De 27-2322 à 27-2504	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-23-250 (six places) Aztec "C" PA-E23-250 (six places) Aztec "C"	De 27-2505 à 27-3836, de 27-3838 à 27-3943	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-23-250 (six	27-3837, de 27-3944 à	WARNING—UNCOORDINATED MANEUVERS,

places) Aztec "D" PA-E23-250 (six places) Aztec "D"	27-4425, de 27-4427 à 27-4573	INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-23-250 (six places) Aztec "E" PA-E23-250 (six places) Aztec "E"	27-4426, de 27-4574 à 27-7405476	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-30 Twin Comanche	De 30-1 à 30-2000	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¼ FULL.
PA-39 Twin Comanche	De 39-1 à 39-155	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¼ FULL.